

A quick explanation of the alternatives.

Segment 4 - Alternative #1 shows a new 5 ft wide sidewalk with a 6 ft wide grass strip separating it from the existing edge of pavement. We chose 6 ft so that should it be desired in the future to widen the shoulder to 2 ft, there would still be a 5 ft grass strip for snow storage and separation. The sidewalk remains within a 3-rod right-of-way (should the Selectboard choose to use that instead of the 4 rod right-of-way), but slope and temporary construction easements would be required. If the 4-rod right-of-way is used, I think we'll be in pretty good shape right-of-way wise.

Segment 3 - Alternative #1 shows a new 8 ft wide share use path on the west side of Browns Trace Road. We've set this back 4 ft from the existing edge of pavement so that the minimum 3 ft separation would still be provided if the shoulder were to be widened to 2 ft.

Segment 4 - Alternative #2 shows a new 5 ft wide sidewalk with a 4 ft wide grass strip from the existing edge of pavement. As I'm looking at the plans I realize the grass strip is incorrectly dimensioned in the cross-section. The plan view shows it correctly as being 4 ft wide. This will provide sufficient room to add a curb and a 3 ft wide paved shoulder in the future without the curb construction undermining the sidewalk. Basically, the sidewalk will end up being 6 ft wide with curbing. I'll fix the cross-section dimensions prior to the meeting. Alternative #2 also includes two new catch basins to collect the drainage that will otherwise be trapped by the higher sidewalk.

Segment 3 - Alternative #2 shows a new 8 ft wide share use path on the west side of Browns Trace Road. We've set this back 4 ft from the existing edge of pavement so that the minimum 3 ft separation would still be provided if the shoulder were to be widened to 2 ft.